



Caltrans District 1

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Goods Movement Contacts

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Covering California's north coast, District 1 extends from the Oregon border south to the Mendocino/Sonoma County line and east to Clear Lake, covering the four counties of Del Norte, Humboldt, Mendocino, and Lake.

TRUCKING

Primary Truck Routes

- US 101 (considered the "lifeline of the North Coast")
- SR 20, SR 29, SR 53, SR 197, US 199, and SR 299 are all part of the "High Emphasis"¹ and "Focus Route"² network

Trucking Issues

- The Caltrans Richardson Grove Realignment Project proposes to adjust the alignment and slightly expand the roadway width on Highway 101 through Richardson Grove State Park to allow access for State Transportation Assistance Act (STAA) trucks. Opponents of this project have filed lawsuits against Caltrans under state and federal environmental laws citing harm to redwood trees and inadequate project environmental review.
- The SR 197/US 199 corridor is an important goods movement route for Del Norte County. System planning proposals would bring these routes up to STAA standards.
- SR 299 to the east is also important for Humboldt County. The Buckhorn Summit project underway in District 2 will improve truck movements and safety by adding a truck climbing lane and straightening curves.
- Limited roadway capacity, narrow lanes and shoulders, and lack of passing opportunities on many rural two-lane highways create advisories and restrictions to trucks based on length and weight.
- Hazardous materials and waste restrictions exist on SR 20 north shore near Clear Lake, but the rest of SR 20 is STAA-accessible.

- In rural communities, State highways often also serve as the local Main Street, creating the potential for auto and freight congestion.

RAIL LINES

North Coast Railroad Authority (NCRA) owns the Northwestern Pacific (NWP) Railroad line from Korb to Healdsburg and has an operating easement from Healdsburg to Lombard. In 1988, the Federal Rail Authority (FRA) ordered freight operations on the NWP line to cease due to deterioration of the tracks and highway crossing signals to below minimum requirements.

Restoration of service on the NWP line requires rehabilitation to FRA Class I³ track standards and lifting of the executive order by the FRA. Since 2006, NCRA has concentrated on rehabilitating the segment of track from Healdsburg to Lombard. In May 2011, FRA permitted freight trains to run on the 62-mile segment between Lombard (Napa County) and Windsor (Sonoma County) in District 4.

Rail Issues

Restoration of freight rail north of Willits is problematic due to environmental constraints within the Eel River Canyon in Mendocino County. Since 1996, the line has been washed out at several points in the Eel River Canyon.

AIR CARGO AIRPORTS

The Arcata/Eureka Airport, run by Humboldt County Public Works, is the primary passenger service airport in District 1, transporting roughly 350,000 pounds of mail and other freight each year.

Jack McNamara Field/Del Norte County Airport is an important cargo hub in the region. Federal Express,

Freight Planning Fact Sheet

Redding Arrow, and Sky West use this airport to transport cargo.

SEAPORTS

The Port of Humboldt Bay is California's northernmost deep-water shipping port and the only one between San Francisco (225 nautical miles south) and Coos Bay, Oregon (156 nautical miles north). The port can accommodate Panama Canal-class (Panamax) vessels. Forest products dominate both exports and imports; but petroleum products are also imported. Potential future trade includes coastal shipping (including barge), bulk cargo, and marine-dependent industrial opportunities.

Crescent City owns and maintains a harbor with a commercial fishing fleet and public-access docks.

Port Issues

- Shoaling, sedimentation, and deferred dredging are substantial constraints to deepwater shipping.
- Most docks at Crescent City harbor were destroyed by surges from the March 10, 2011 Japan tsunami.
- Although a substantial inventory of port and cargo-handling facilities exists, it is underutilized due to facility disrepair, largely as a result of the declining timber industry.
- The need to balance port activities with conservation, commercial fishing, and environmental protection requirements is of great importance to the residents of Humboldt County.

SOURCES AND ADDITIONAL INFORMATION

California Air Resource Board and Business, Transportation and Housing (Goods Movement Action Plan, <http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf>)

Caltrans Office of Truck Services, <http://www.dot.ca.gov/hq/traffops/trucks/>

Del Norte Local Transportation Commission, <http://www.dnltc.org/mission.html>

Humboldt County Council of Governments, including 2008 Regional Transportation Plan, <http://www.hcaog.net/>

Mendocino Council of Governments (MCOG) Regional Transportation Plan, http://www.mendocinocog.org/reports_projects-RTP.shtml

North Coast Railroad Authority, <http://www.northcoastrailroad.org/index.html>

Port of Humboldt Bay website, including the Humboldt Bay Management Plan (2007), <http://www.humboldtbay.org/>

Lake County/City Area Planning Council, including the Draft 2010 Lake County Regional Transportation Plan, <http://lakeapc.org/index.asp>

Research and Innovative Technology Administration of the Bureau of Transportation Statistics (2010), http://www.transtats.bts.gov/airports.asp?pn=1&Airport=ACV&Airport_Name=Eureka/Arcata,%20CA:%20Arcata/Eureka

NOTES

1. **High Emphasis:** "High Emphasis" routes are highways having the State's highest priority for programming to meet freeway/expressway standards or otherwise designated for their critical importance to interregional travel. First recognized in the 1990 Interregional Road System Plan.
2. **Focus Route:** Identified in the Interregional Transportation Strategic Plan (ITSP), this subset of the *High Emphasis Routes* highlights the State's highest priority routes that, when complete, will connect all urban areas and geographic goods movement gateways, as well as link rural and small urban areas to the trunk system.
3. **Class I:** The Surface Transportation Board (STB) defines a in the U.S. as annual carrier operating revenues of \$250 million or more. This group includes the nation's major railroads.

For definitions of other commonly used freight planning terms, see Goods Movement Glossary.

